

**APPENDIX C. AGENCY RESPONSE LETTERS**

# PHONE CONVERSATION

Michael Shirley/Logan Simpson Design

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**Date:** 09-05-02

**Time:** 1:26

**With:** Jim Threadgill, Glendale Union High School District

**Project:** Grand Avenue at 55<sup>th</sup>, 67<sup>th</sup> and 75<sup>th</sup>.

**Project #:** 00-5179

**Phone:** 623.435.6689

**Conversation:** Mr. Threadgill called inquiring about construction sequencing on the upcoming Grand Avenue Projects. He requested information on when the 51<sup>st</sup> Avenue project would begin. His concern was that if the 43<sup>rd</sup>, 51<sup>st</sup>, 55<sup>th</sup>, 67<sup>th</sup>, and 75<sup>th</sup> Avenue projects overlap, that this overlap would greatly impact school buses. He also stated that it would impact not only the Glendale Union High School District, but would impact all school districts in the west valley.

I contacted Michael Phillips (ADOT West Valley Field Office) and Carlos Lara (ADOT Deer Valley Field Office) to confirm the current construction status of 43<sup>rd</sup> and 51<sup>st</sup>. Carlos indicated that due to a utility issue that 43<sup>rd</sup> and 51<sup>st</sup> were behind schedule and construction would not begin until January 2003. This would mean that construction would overlap at all five intersections.

I then called Mr. Threadgill back to pass along this information. I also gave him Mark Bonanís (ADOT Phoenix District Construction) phone number if he had further construction-related questions. He ended the conversation by stating that he was in favor of the projects and felt that they would definitely help the traffic operations in the west valley, but that during construction it was going to be a mess.



# Maricopa County

## Environmental Services Department

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Albert F. Brown, Director  
2001 North Central, Ste 595  
Phoenix, Arizona 85004-1950  
Phone: (602) 506-6623  
Fax: (602) 506-5141  
TDD: (602) 506-6704

August 29, 2002

Mr. Michael Shirley Senior  
Environmental Planner  
Logan Simpson Design  
Inc. 51 West Third Street,  
#450 Tempe, AZ 85281

Dear Mr. Shirley:

This is in response to your letter of August 26, 2002 regarding environmental assessments for the Maryland Avenue Overpass at 55<sup>th</sup> Avenue/Grand; 67<sup>th</sup> Avenue Overpass at Northern Avenue/Grand; and Olive Avenue Overpass at 75<sup>th</sup> Avenue and Grand Avenues.

To ensure you have the earthmoving permits required by the Department, please contact Larry Spivack at 602-506-6739.

In addition, contact the Cities of Phoenix, Glendale and Peoria's water and wastewater departments regarding abandonment and reconstruction of water and sewer lines. If any affected land is within unincorporated areas, please contact the MCESD Water & Wastewater Division at 506-6666.

I wish you great success with these projects.

Sincerely,

  
Al Brown Director



**Regional Public  
Transportation  
Authority**

October 3, 2002

Michael Shirley  
Project Environmental Planner  
Logan Simpson Design, Inc.  
51 West Third Street, Suite 450  
Tempe, AZ 85281

**RE: 67<sup>th</sup> Avenue Overpass at Northern Avenue and Grand Avenue  
Project No. STP-060-B(007)**

Dear Mr. Shirley:

This is in response to your letter of August 26<sup>th</sup>, which sought comments on three draft environmental assessments for grade separation projects on Grand Avenue. I have reviewed the draft Environmental Assessment (EA) for the above referenced project and have the following comments:

The project as designed will significantly impact Valley Metro transit operations within these corridors, especially for transit riders with physical disabilities. This was noted Jim Dickey's letter to you on March 1, 2001. At present two transit routes operate in the project area, the Yellow Line and Route 67. The Yellow Line runs along Grand Avenue between Peoria Avenue in Peoria and downtown Phoenix. Rt. 67 runs north and south along 67<sup>th</sup> Avenue between Bell Road and Buckeye Road. Passengers seeking to transfer between the two routes can do so at the intersection of Grand Avenue and 67<sup>th</sup> Avenue.

The Preferred Alternative identified in the EA would preclude transfers between Yellow Line and Rt. 67 by imposing significant walking distances between the two routes. If the grade separation is built as recommended in the EA, a transfer to the Yellow Line northbound bus would require walking approximately 600 feet west along connector road "A" to Grand Avenue. A transfer to a southbound Yellow Line Bus would require walking approximately 1200 feet north along connector road "B" to Grand Avenue. These walk distances would impose a significant hardship on elderly and disabled riders, especially during the summer when outdoor temperatures are typically over 100 degrees.

Not only does the proposed grade separation impact transfers between the Yellow Line and Rt. 67, it would also impact future transit service in this corridor

including a possible extension of Rt.80 (which currently terminates at 59<sup>th</sup> Avenue. Extension of Rt. 80 could occur in the foreseeable future as Glendale expands their transit service in response to their successful sales tax election. A route extension in this corridor could provide service to the Coyotes Hockey Arena and Cardinals Stadium that are being developed in the vicinity of Loop 101.

The EA concludes that the proposed grade separation will impact transfers between the 67 and the Yellow Line but suggests that the Yellow Line could function as an express in this corridor. The problem with this assumption is that it does not take into account the current rider ship characteristics. Rider ship data from the FY2001 Performance Management Analysis System (PMAS) Report shows that 33.1 percent of Yellow Line riders and 35.5 percent of Rt. 67 riders transfer somewhere along the route. This would indicate that the route predominately draws rider ship with a high transfer habit.

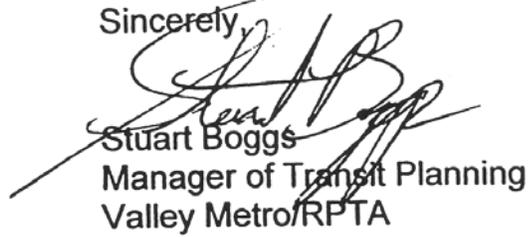
A reconstituted Yellow Line that functions as a limited stop express would not serve the needs of present riders. Such a service is more oriented to commuters seeking to access employment centers in central Phoenix. It would not address the needs of current riders that work outside the central business core, or are seeking to access other support services (medical, education, social services, etc.). These riders would be forced onto east-west or north-south routes that could require one or more transfers to accomplish the same trip.

Valley Metro continually examines its rider ship in order to better tailor services to the needs of its riders. One such research tool is the On Board Origin and Destination Survey. The 2001 survey shows marked differences in the demographic characteristics of local bus and express bus riders. Express bus riders generally have more education (15.1 years vs. 13.0 years), have a higher income (percent with income greater than \$20,000/yr 95 percent vs. 52 percent), and are older (44.8 years vs. 33.8 years). 68 percent of express riders said they would drive themselves if bus service were not available, this compares with 10 percent of local bus riders. Removing local service along Grand Avenue would thus adversely impact the transit dependent.

An alternative that could preserve the ability to transfer between these routes would involve development of station stops on Connector Roads A & B. Yellow line buses would access the stops by way of the connector roads. This option would require both north and southbound Yellow line buses to travel across the new overpass in order to return to Grand Avenue after accessing the new stops. Land acquired for construction of the connector roads and the 67<sup>th</sup> Avenue overpass would provide room for the development of ADA accessible stops and associated bus pullouts that would allow for transfers with Rt. 67 buses. While this option would add to the design and construction cost of the 67<sup>th</sup> Avenue overpass, it would preserve a transfer opportunity that will continue to grow in importance as Glendale expands its transit network and service frequencies.

Thank you for giving us the opportunity to comment on this project. We look forward to working with you to address these issues. If you have any questions or would like to discuss our comments please do not hesitate to contact me at (602)

Sincerely,



Stuart Boggs  
Manager of Transit Planning  
Valley Metro/RPTA

cc: Jim Dickey, Deputy Executive Director. Operations & Planning, Valley Metro/RPTA



# Arizona Department of Transportation

## Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007

November 8, 2002

Dick Wright  
State Engineer

Victor M. Mendez  
Director

Mr. Stuart Boggs  
Transit Planning Manager  
Valley Metro/RPTA  
302 North First Avenue, Suite 700  
Phoenix, Arizona 85003

**Re: Grand Avenue (US60) at Northern/67<sup>th</sup> Avenues  
Transit Facilities  
NH-060-B(007)B  
060-MA-153 H5601 01 C**

Dear Mr. Boggs,

This letter is in response to your October 3, 2002 letter related to the transit facilities at this site. You stated that this project as designed will significantly impact Valley Metro transit operations with these corridors, especially for transit riders with physical disabilities. ADOT acknowledges that this project will impact transit operations at this site and we have coordinated with RPTA to mitigate your concerns.

As a part of the coordination meeting held September 17, 2002, between ADOT, RPTA and City of Glendale transit staff, there were several improvements identified to be evaluated by the ADOT design consultant. The improvements included the following:

- > Construct a new bus bay along northwest bound (NWB) Grand, north of the intersection.
- > Move the existing northbound 67<sup>th</sup> Avenue bus stop, south of Frier Drive, to a point north of the Connector B tie-in to 67<sup>th</sup> Avenue and construct a new bus bay.
- > Replace the existing northbound 67<sup>th</sup> Avenue bus stop, north of Northern Avenue, with a new bus bay on the east side of Connector D.
- > Construct a new bus bay on the west side of Connector B, just south of the new intersection with Northern Avenue.

These improvements along with a new bus stop sign, south of Frier Drive on the west side of 67 Avenue, to be installed by City of Glendale transit department, were suggested to mitigate RPTA's concerns identified at the meeting. After further evaluation and coordination with RPTA staff, the four new bus bays have subsequently been included in the current ADOT design project.



2001 Award Recipient

We look forward to working with you in the near future on these issues. Please contact me at (602) 712-8167 if you have any additional questions.

Regards,



Trent Kelso, P.E.  
Project Manager

Cc: Jim Romero, ADOT  
Scott McKenzie, Aztec  
Bob Coons, City of Glendale  
Leisa Burdine, City of Peoria  
Linda Grafil, LSD

Attachments: None

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## Linda Grafil

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**From:** TKelso@dot.state.az.us  
**Sent:** Thursday, November 21, 2002 11:50 AM  
**To:** Linda Grafil  
**Cc:** smckenzie@aztec.us  
**Subject:** FW: NWB Grand Ave Busbay at 67th

FYI

Thanks!

Trent Kelso, PE  
ADOT Valley Project Management  
205 South 17th Avenue, MD 614E  
Phoenix, Arizona 85007  
Phone: (602) 712-8167  
Fax: (602) 712-7630

-----Original Message-----

**From:** Boggs, Stuart [mailto:SBoggs@valleymetro.org]  
**Sent:** Tuesday, November 19, 2002 12:43 PM  
**To:** 'TKelso@dot.state.az.us'  
**Subject:** RE: NWB Grand Ave Busbay at 67th

I discussed your proposal with Jim Dickey and he agreed with my assessment that Valley Metro does not have the funding available to cover construction of this bus bay.

-----Original Message-----

**From:** TKelso@dot.state.az.us [mailto:TKelso@dot.state.az.us  
<mailto:TKelso@dot.state.az.us> ]  
**Sent:** Tuesday, November 19, 2002 11:48 AM  
**To:** Boggs, Stuart  
**Subject:** NWB Grand Ave Busbay at 67th

Stuart,

Your portion of the NWB Grand Ave Busbay (s/w, pullout and shelter pad) would be about \$10,000, 50/50 cost share based . Would you like ADOT to include this busbay in the upcoming final submittal? If so, with your funding commitment, I will begin preparing an IGA for your signature. If you will not commit to funding this portion, the bus stop sign (and bench, if applicable) will be relocated to this location. The City of Glendale has

informed us that they do not wish to proceed with any of the bus bays (we will install signs only) identified at the meetings due to uncertainty over the future of the bus system in this area. Please reply by the end of this week so I can give Aztec their direction.

Thanks!

Trent Kelso, PE  
ADOT Valley Project Management  
205 South 17th Avenue, MD 614E  
Phoenix, Arizona 85007

relative to the issues of bus pullouts, etc. My apologies for the work not now needed. Maybe this mess could have been avoided/diverted somehow earlier. Let me know if any questions and if the formal letter is really needed. Thanks.  
Bob Coons

## Linda Grafil

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**From:** TKelso@dot.state.az.us  
**Sent:** Thursday, November 21, 2002 11:51 AM  
**To:** Linda Grafil  
**Subject:** FW: Bus Pullouts, Bus Stops for Grand @ 67th/Northern & 55th/Maryland

FYI

Thanks!

Trent Kelso, PE  
ADOT Valley Project Management  
205 South 17th Avenue, MD 614E  
Phoenix, Arizona 85007  
Phone: (602) 712-8167  
Fax: (602) 712-7630

-----Original Message-----

**From:** Bob Coons [mailto:BCoons@ci.glendale.az.us]  
**Sent:** Tuesday, November 19, 2002 8:24 AM  
**To:** SMcKenzie@aztec.us; tkelso@dot.state.az.us; APISANO@mbakercorp.com  
**Subject:** Bus Pullouts, Bus Stops for Grand @ 67th/Northern & 55th/Maryland

Scott & Trent,

Please be advised that after further review and discussions with the City's Transportation Planning Manager and Transit Manager, the City requests that none of the four (4) bus pullouts under consideration for the Grand @ 67th/Northern project be included in the project plans for construction at this time. At this time there's far too many questions about future transit routes & operations (specifically the Grand Ave route) to set the busbays at locations we are absolutely sure will be needed/used in the future based on the existing and future bus routes in Glendale. The City will be evaluating busbays later on after the Grand Ave projects are completed as part of the ongoing Glendale Onboard (Voter approved Transportation Sales Tax Program). The project plans should identify bus stops/signs at the locations considered, but no bus pullouts.

Anthony/Trent,

I also reviewed with the City's Transportation Planning Manager and Transit Manager the question of continuation or deletion of the bus stop/sign along SE bound Grand south of Maryland/55th and RPTA's suggestion for pedestrian crossing in Grand at this location. It is their direction that this bus stop/sign be deleted. This stop has very low ridership at the present time. Also, as noted above, there are some significant questions about the future of the Grand Ave bus route.

Please advise your project design teams of these decisions by the City.

The Transportation Planning Manager and I will be drafting a formal letter to ADOT with copies to Aztec, Baker, LSD, RPTA in very near future identifying Glendale's position and requests regarding the bus pullouts, bus stops, etc. in conjunction with these two Grand Ave projects and our reasoning behind our position. I suspect something formal from Glendale is needed for the files and the EA, am I correct? If the letter isn't really needed, please advise asap as I've got better things to do.

My thanks to everybody in the projects who did extra work, meetings, etc.

Phone: (602) 712-8167  
Fax: (602) 712-7630